U.S. DEPARTMENT OF AGRICULTURE AMS AGRICULTURAL MARKETING SERVICE

# Grain Transportation Report

*A weekly publication of the*
*Transportation and Marketing Programs/Transportation Services Division*
**www.ams.usda.gov/GTR**

Contact Us

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The next release is Apr. 2, '09

## WEEKLY HIGHLIGHTS

### Upper Mississippi River Opens for Season

On March 23, the first tow of barges arrived at St. Paul, MN, marking the beginning of the 2009 shipping season for the Upper Mississippi River. The 15-barge tow was operated by Marquette Transportation Company of Paducah, KY, towing 12 barges of urea and 3 empty barges. The first arrival of barges was a little later than normal; the average opening of the upper-river shipping season the past 10 years has been March 20.

### Oregon Wheat Requests National Exemption for Farm Trucks from Interstate Commerce Regulation

Oregon Wheat Growers League is calling on the U.S. Congress for a national exemption from interstate commerce regulation for the movement of commodities from farm to market. Growers who use their own farm trucks to move their own commodities within a State are considered to be engaged in interstate commerce if the commodity is part of trade originating or terminating outside the State or the United States. Farmers with trucks as small as 10,001 to 26,001 lb. gross vehicle weight face the same regulatory burden as full-time, long-haul commercial drivers of 80,000 lb. tractor-trailers. Prior case law and Unified Carrier Registration (UCR Procedures) support this interpretation.

### Bill Introduced Prohibiting Larger Trucks on the National Highway System

On March 19, Congressman James McGovern of Massachusetts with 48 cosponsors, introduced H.R. 1618, the "Safe Highways and Infrastructure Preservation Act (SHIPA)," to freeze the size and weight of trucks on the 160,000 miles of the National Highway System, including the 46,876 mile Interstate Highway System. The bill prohibits States from enacting any new laws after June 1, 2008 allowing operation of trailers or combination vehicles longer than 53 feet. The bill will also terminate, as of June 1, 2008, grandfather rights granted to States in 1956 and 1974 that allowed them to grant new permits for heavier gross vehicle weights and axle weights on the Interstate system.

### Clean Trucks Program Takes Another Hit

On March 20, California's Ninth Circuit Court of Appeals ruled against the lower district court's decision to allow the Ports of Los Angeles and Long Beach to continue with what many call anti-competitive concession requirements as part of their Clean Trucks Program. The American Trucking Association's request for an injunction was originally denied by the lower court and then taken to the appellate court to further contest the Concession requirements of the Program which, in effect, allowed the Ports to decide who can do business at the terminals. Specifically, as part of the Port of Los Angeles Concession requirement, drivers are required to be an employee of a motor carrier, effectively eliminating owner/operator service at the port. The Program is designed to reduce port truck emissions by progressively banning trucks that do not meet the 2007 EPA Emissions Standards.

### Weekly Grain Inspections Recover

For the week ending March 19, total grain inspected at major export regions reached 1.84 million metric tons (mmt), up 20 percent from the previous week but 19 percent below last year. Inspections recovered substantially from the past week (1.54 mmt), the second lowest for the year. Pacific Northwest (.486 mmt) and Mississippi Gulf (1.13 mmt) inspections also rebounded from the previous week, as did inspections of wheat (.606 mmt ) and corn (.719 mmt), as demand from Asia increased significantly. Inspections of soybeans (.510 mmt), however, dropped 4 percent from the previous week.

## Snapshots by Sector

### Rail

U.S. railroads originated 19,963 **carloads of grain** during the week ending March 14, down 3 percent from the previous week, down 21 percent from the same week last year, and 13 percent lower than the 3-year average.

During the week ending March 21, average April **Secondary Railcar Bids/Offers** were $21 under tariff for non-shuttle, $4 lower than last week. Shuttle rates were $313 under tariff, $88 lower than last week.

# Feature Article/Calendar

**Plummeting Ocean Freight Rates Favor U.S. Soybean Shipments.** Total transportation cost for shipping soybeans from the United States and Brazil to Europe and China decreased during the 4th quarter, 2008. However, reduction in the rates is greater in the United States than Brazil, making the transportation share of landed costs of U.S. soybeans much lower than that of Brazilian soybeans. (Tables 1 and 2). Total transportation cost of shipping soybeans from Minneapolis, MN, and Davenport, IA, to Hamburg, Germany, decreased 37 and 40 percent, respectively, compared to the previous quarter (Table 1). The cost of shipping from the same locations to Shanghai, China, decreased 51 and 53 percent, respectively (Table 2). It cost 29 and 16 percent less to ship soybeans from North Mato Grosso (MT) and South Goiás (GO) to Hamburg, Germany during the 4th quarter compared to the 3rd quarter. Shipping soybeans from the same locations to Shanghai cost 30 and 26 percent less, respectively, compared to the 3rd quarter.

**Table 1-Quarterly costs of transporting soybeans from U.S. and Brazil to Hamburg, Germany**

| | 2007 4th qtr. | 2008 3rd qtr. | 2008 4th qtr. | Percent change Yr. to Yr. | Percent change Qtr. to Qtr. | 2007 4th qtr. | 2008 3rd qtr. | 2008 4th qtr. | Percent change Yr. to Yr. | Percent change Qtr. to Qtr. |
|---|---|---|---|---|---|---|---|---|---|---|
| | United States | | | | | | | | | |
| | Minneapolis, MN --$/mt-- | | | | | Davenport, IA --$/mt-- | | | | |
| Truck | 10.26 | 11.86 | 9.66 | -5.85 | -18.55 | 10.26 | 11.86 | 9.66 | -5.85 | -18.55 |
| Barge | 36.23 | 38.38 | 38.51 | 6.29 | 0.34 | 28.83 | 32.46 | 32.53 | 12.83 | 0.22 |
| Ocean [1] | 99.17 | 52.94 | 16.40 | -83.46 | -69.02 | 99.17 | 52.94 | 16.40 | -83.46 | -69.02 |
| Total transportation [2] | 145.66 | 103.18 | 64.57 | -55.67 | -37.42 | 138.26 | 97.26 | 58.59 | -57.62 | -39.76 |
| Farm Value [3] | 326.44 | 447.05 | 358.86 | 9.93 | -19.73 | 349.43 | 449.50 | 365.60 | 4.63 | -18.67 |
| Landed Cost | 472.10 | 550.23 | 423.43 | -10.31 | -23.04 | 487.69 | 546.76 | 424.19 | -13.02 | -22.42 |
| Transport % of landed cost | 30.85 | 18.75 | 15.25 | | | 28.35 | 17.79 | 13.81 | | |
| | North MT[4] - Santos[5] --$/mt-- | | | | | South GO[4] - Paranagua[5] --$/mt-- | | | | |
| Truck | 110.36 | 140.26 | 78.22 | -29.12 | -44.23 | 53.65 | 61.42 | 40.58 | -24.36 | -33.93 |
| Ocean [6] | 80.67 | 84.90 | 82.73 | 2.55 | -2.56 | 81.08 | 98.65 | 93.90 | 15.81 | -4.82 |
| Total transportation [2] | 191.03 | 225.16 | 160.95 | -15.75 | -28.52 | 134.73 | 160.07 | 134.48 | -0.19 | -15.99 |
| Farm Value [7] | 306.30 | 419.80 | 277.74 | -9.32 | -33.84 | 349.22 | 409.37 | 274.34 | -21.44 | -32.98 |
| Landed Cost | 497.33 | 644.96 | 438.69 | -11.79 | -31.98 | 483.95 | 569.44 | 408.82 | -15.52 | -28.21 |
| Transport % of landed cost | 38.41 | 34.91 | 36.69 | | | 27.84 | 28.11 | 32.89 | | |

[1]Source: Drewry Shipping Consultants, Inc.\O'Neil Commodity Consulting, 3rd quarter rates were adjusted; [2]Excludes handling charges

[3]Source: USDA/NASS

[4]Producing regions: MT= Mato Grosso, GO = Goiás

[5]Export ports

[6]Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS

[7]Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br

Ocean freight rates for shipping bulk grain between from the United States to China dropped a whopping 75 percent during the quarter, and the rate to Europe dropped 69 percent. The decrease in the ocean rates is attributed to reduced demand for bulk shipping caused by global economic slowdown and the financial crisis during the quarter (**GTR, 3/12/09**). Truck rates also fell 19 percent during the quarter because of a decline in the price of diesel fuel. Ocean and truck rates also fell in Brazil during the quarter, but the reduction in ocean rates was not as dramatic as it was in the United States.

**Table 2-Quarterly costs of transporting soybeans from U.S. and Brazil to Shanghai, China**

| | 2007 4th qtr. | 2008 3rd qtr. | 2008 4th qtr. | Percent change Yr. to Yr. | Percent change Qtr. to Qtr. | 2007 4th qtr. | 2008 3rd qtr. | 2008 4th qtr. | Percent change Yr. to Yr. | Percent change Qtr. to Qtr. |
|---|---|---|---|---|---|---|---|---|---|---|
| | United States | | | | | | | | | |
| | Minneapolis, MN --$/mt-- | | | | | Davenport, IA --$/mt-- | | | | |
| Truck | 10.26 | 11.86 | 9.66 | -5.85 | -18.55 | 10.26 | 11.86 | 9.66 | -5.85 | -18.55 |
| Barge | 36.23 | 38.38 | 38.51 | 6.29 | 0.34 | 28.83 | 32.46 | 32.53 | 12.83 | 0.22 |
| Ocean[1] | 118.27 | 109.06 | 29.47 | -75.08 | -72.98 | 118.27 | 109.06 | 29.47 | -75.08 | -72.98 |
| Total transportation[2] | 164.76 | 159.30 | 77.64 | -52.88 | -51.26 | 157.36 | 153.38 | 71.66 | -54.46 | -53.28 |
| Farm Value[3] | 326.41 | 447.05 | 358.86 | 9.94 | -19.73 | 349.43 | 449.50 | 365.60 | 4.63 | -18.67 |
| Landed Cost | 491.17 | 606.35 | 436.50 | -11.13 | -28.01 | 506.79 | 602.88 | 437.26 | -13.72 | -27.47 |
| Transport % of landed cost | 33.54 | 26.27 | 17.79 | | | 31.05 | 25.44 | 16.39 | | |
| | Brazil | | | | | | | | | |
| | North MT[4] - Santos[5] --$/mt-- | | | | | South GO[4] - Paranagua[5] --$/mt-- | | | | |
| Truck | 110.36 | 140.26 | 78.22 | -29.12 | -44.23 | 53.65 | 61.42 | 40.58 | -24.36 | -33.93 |
| Ocean[6] | 74.81 | 72.43 | 71.10 | -4.96 | -1.84 | 75.22 | 89.28 | 74.66 | -0.74 | -16.38 |
| Total transportation[2] | 185.17 | 212.69 | 149.32 | -19.36 | -29.79 | 128.87 | 150.70 | 115.24 | -10.58 | -23.53 |
| Farm Value[7] | 306.30 | 419.80 | 277.74 | -9.32 | -33.84 | 349.22 | 409.37 | 274.34 | -21.44 | -32.98 |
| Landed Cost | 491.47 | 632.49 | 427.06 | -13.11 | -32.48 | 478.09 | 560.07 | 389.58 | -18.51 | -30.44 |
| Transport % of landed cost | 37.68 | 33.63 | 34.96 | | | 26.96 | 26.91 | 29.58 | | |

[1]Source: Drewry Shipping Consultants, Inc.\O'Neil Commodity Consulting; [2]Excludes handling charges

[3]Source: USDA/NASS

[4]Producing regions: MT= Mato Grosso, GO = Goiás

[5]Export ports

[6]Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS

[7]Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br

During the 4th quarter, U.S. farm soybean prices fell about 20 and 19 percent for producers in Minneapolis and Iowa, respectively, but remained higher than during the same quarter a year earlier. Brazilian producers received much less for their products as farm prices fell 34 and 33 percent in North MT and South GO. Year-to-year comparisons followed a similar pattern as the quarterly comparisons, with the exception of Brazilian ocean rates, which increased from a year ago. Higher farm prices in the United States caused transportation's share of the landed cost to be lower than in Brazil. The cost of shipping from the United States to Europe represented 14 to 15 percent of the landed costs, and the cost to China represented 16 to 18 percent of the landed cost. On the other hand, transportation share of the landed cost in Brazil ranged from 33–37 percent for shipments to Europe, and 30–35 percent to China.

About 3.54 million metric tons (mmt) of soybeans were exported to Europe in 2008, a 16 percent increase over 2007 (USDA, FAS, and Dept. of Commerce). Close to 16.52 mmt were exported to China, a 40 percent increase over 2007. The total values of the exports to both Europe and China were $1.58 billion and $7.3 billion—55 and 76 percent increases, respectively, over 2007.
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# Grain Transportation Indicators

Table 1

## Grain Transport Cost Indicators[1]

| | Truck | Rail[2] | Barge | Ocean | |
|---|---|---|---|---|---|
| Week ending | | | | Gulf | Pacific |
| 03/25/09 | 140 | 74 | 151 | 179 | 142 |
| 03/18/09 | 135 | 78 | 147 | 206 | 177 |

[1]Indicator: Base year 2000 = 100; Weekly updates include truck = diesel ($/gallon); rail = nearby secondary rail market ($/car); barge = Illinois River barge rate (index = percent of tariff rate); and ocean = routes to Japan ($/metric ton)

[2]The rail indicator is not an index. It is the difference between the nearby secondary rail market bid for this week and the average bid for year 2000 (+) 100.

Source: Transportation & Marketing Programs/AMS/USDA

Table 2

## Market Update: U.S. Origins to Export Position Price Spreads ($/bushel)

| Commodity | Origin--Destination | 3/20/2009 | 3/13/2009 |
|---|---|---|---|
| Corn | IL--Gulf | -0.57 | -0.59 |
| Corn | NE--Gulf | -0.57 | -0.57 |
| Soybean | IA--Gulf | -1.17 | -1.05 |
| HRW | KS--Gulf | -1.22 | -1.20 |
| HRS | ND--Portland | -1.45 | -1.61 |

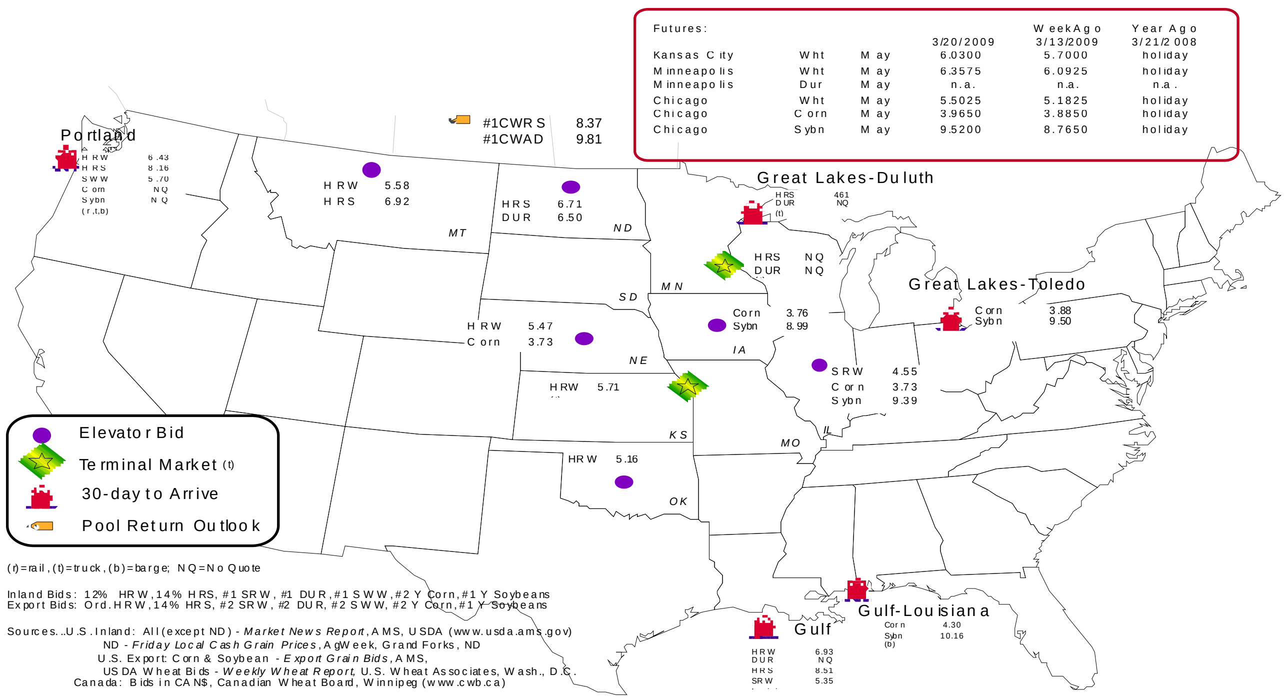
Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

The **grain bid summary** illustrates the market relationships for commodities. Positive and negative adjustments in differential between terminal and futures markets, and the relationship to inland market points, are indicators of changes in fundamental market supply and demand. The map may be used to monitor market and time differentials.

Figure 1

**Grain bid Summary**



# Rail Transportation

Table 3

**Rail Deliveries to Port (carloads)[1]**

| Week ending | Mississippi Gulf [2] | Texas Gulf | Cross-Border Mexico | Pacific Northwest | Atlantic & East Gulf | Total |
|---|---|---|---|---|---|---|
| 3/18/2009[p] | 269 | 1,095 | 538 | 3,028 | 485 | 5,415 |
| 3/11/2009[r] | 849 | 1,118 | 1,094 | 3,772 | 703 | 7,536 |
| 2009 YTD | 10,666 | 11,407 | 9,150 | 37,107 | 7,075 | 75,405 |
| 2008 YTD | 16,701 | 29,429 | 6,217 | 58,855 | 12,126 | 123,328 |
| 2009 YTD as % of 2008 YTD | 64 | 39 | 147 | 63 | 58 | 61 |
| Last 4 weeks as % of 20078[3] | 54 | 39 | 180 | 58 | 58 | 58 |
| Last 4 weeks as % of 4-year avg.[3] | 52 | 50 | 88 | 70 | 95 | 67 |
| Total 2008 | 68,768 | 107,542 | 37,728 | 255,852 | 33,028 | 502,918 |
| Total 2007 | 62,169 | 113,730 | 40,725 | 227,970 | 31,369 | 475,963 |

[1] Data is incomplete as it is voluntarily provided; [2] Mississippi Gulf data back to January, 2004 from several new sources has been added resulting in large increases in the numbers reported; [3] Compared with same 4-weeks in 2007 and prior 4-year average.

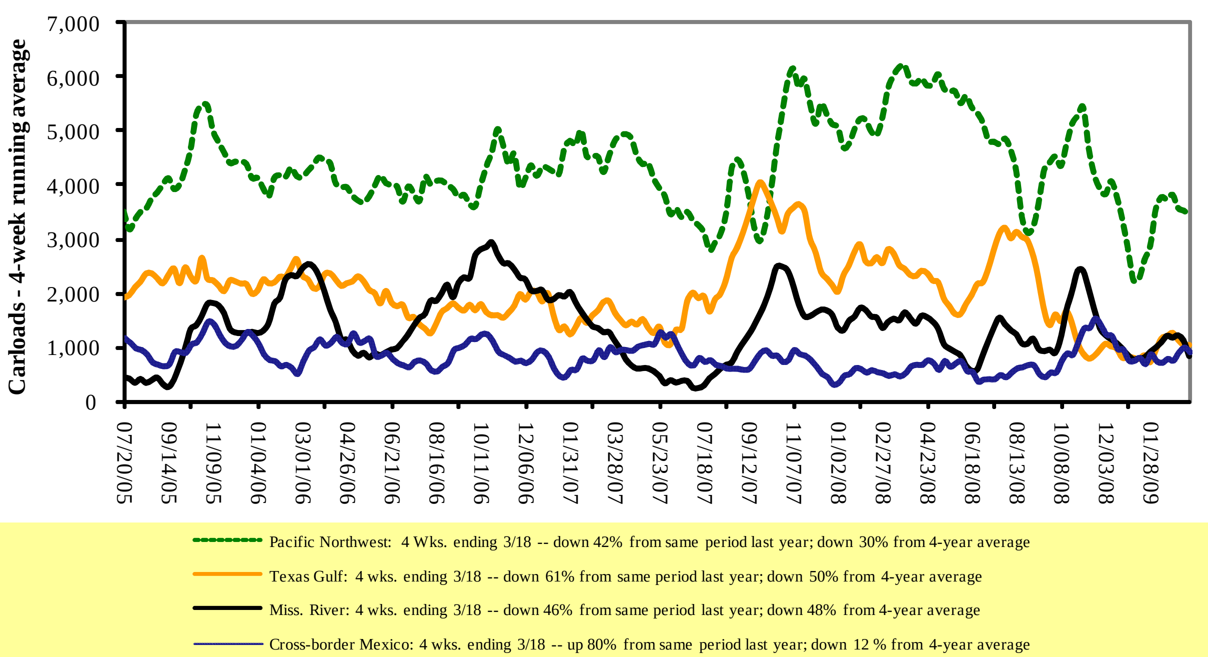
**YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available**

Source: Transportation & Marketing Programs/AMS/USDA

Railroads originate approximately 35 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2

**Rail Deliveries to Port**




Source: Transportation & Marketing Programs/AMS/USDA

Table 4

**Class I Rail Carrier Grain Car Bulletin (grain carloads originated)**

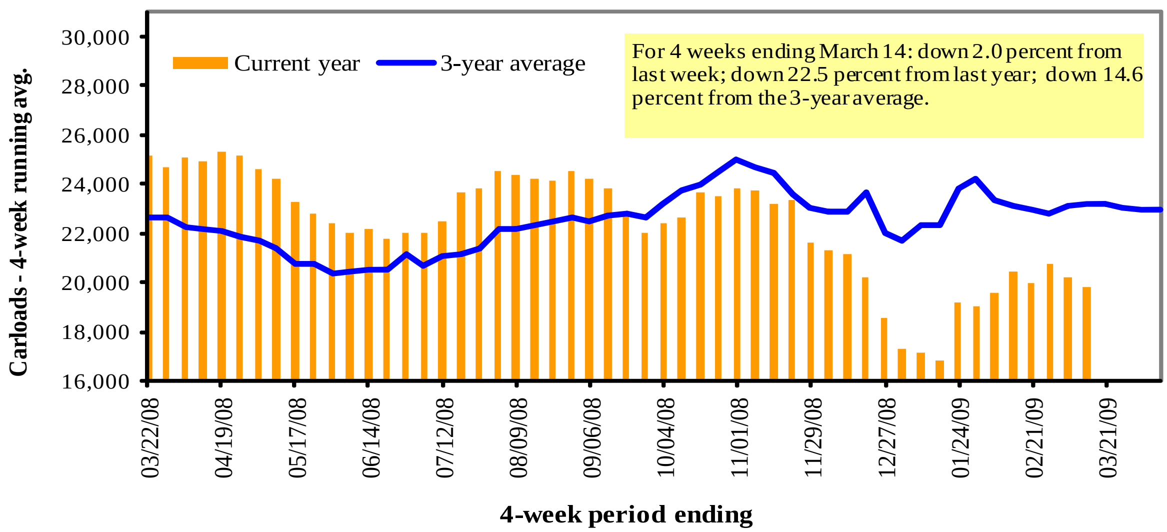
| Week ending | East | | West | | | U.S. total | Canada | |
|---|---|---|---|---|---|---|---|---|
| | CSXT | NS | BNSF | KCS | UP | | CN | CP |
| 03/14/09 | 2,341 | 2,628 | 9,692 | 753 | 4,549 | 19,963 | 4,607 | 5,024 |
| This week last year | 2,450 | 2,768 | 11,449 | 725 | 7,555 | 24,947 | 4,457 | 3,939 |
| 2009 YTD | 23,862 | 26,028 | 92,819 | 7,216 | 49,628 | 199,553 | 43,593 | 53,346 |
| 2008 YTD | 30,634 | 30,446 | 117,751 | 7,268 | 67,535 | 253,634 | 44,500 | 43,722 |
| 2009 YTD as % of 2008 YTD | 78 | 85 | 79 | 99 | 73 | 79 | 98 | 122 |
| Last 4 weeks as % of 2008[1] | 92 | 88 | 77 | 94 | 69 | 78 | 114 | 142 |
| Last 4 weeks as % of 3-yr avg.[1] | 86 | 88 | 87 | 104 | 80 | 86 | 106 | 126 |
| Total 2008 | 136,143 | 162,177 | 573,285 | 37,822 | 323,104 | 1,232,531 | 226,849 | 220,714 |

[1]As a percent of the same period in 2008 and the prior 3-year average. YTD = year-to-date.

Source: Association of American Railroads (www.aar.org)

Figure 3

**Total Weekly U.S. Class I Railroad Grain Car Loadings**




Source: Association of American Railroads

Table 5

**Rail Car Auction Offerings[1] ($/car)[2]**

| Week ending | Delivery period | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 3/21/2009 | Apr-09 | Apr-08 | May-09 | May-08 | Jun-09 | Jun-08 | Jul-09 | Jul-08 |
| BNSF[3] | | | | | | | | |
| COT grain units | no bids | 0 | no bids | 0 | no bids | 0 | 0 | n/a |
| COT grain single-car[5] | no offer | 0 . . 10 | 0 | 0 . . 5 | no bids | 5 | 1. .12 | n/a |
| UP[4] | | | | | | | | |
| GCAS/Region 1 | no bids | no bids | no bids | no bids | no bids | no offer | no offer | n/a |
| GCAS/Region 2 | no bids | no bids | no bids | no bids | no bids | no offer | no offer | n/a |

[1]Auction offerings are for single-car and unit train shipments only.

[2]Average premium/discount to tariff, last auction

[3]BNSF - COT = Certificate of Transportation; north grain and south grain bids were combined effective the week ending 6/24/06.

[4]UP - GCAS = Grain Car Allocation System

Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

[5]Range is shown because average is not available. Not available = n/a.

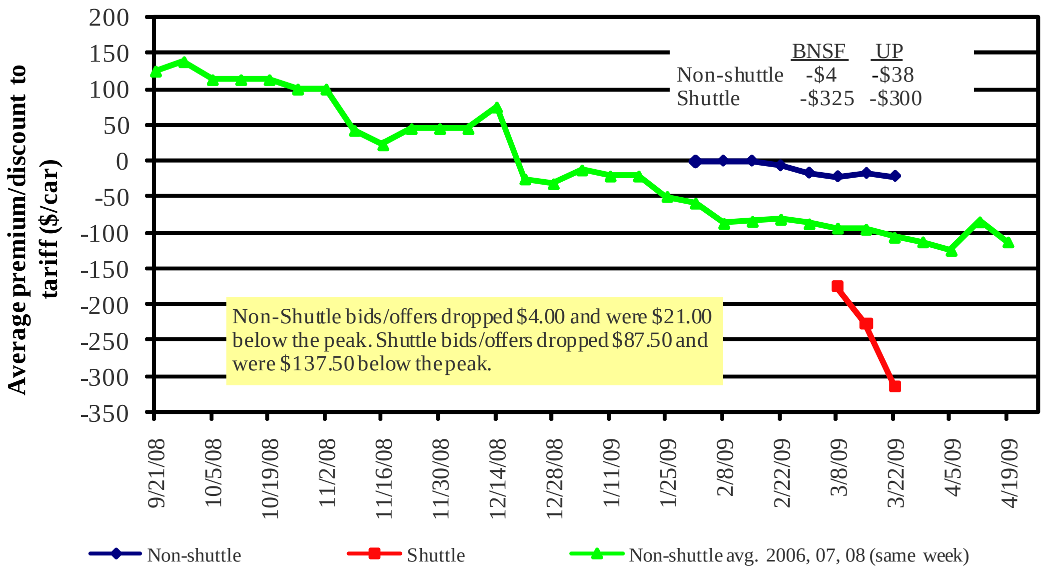
Source: Transportation & Marketing Programs/AMS/USDA.

Rail service may be ordered directly from the railroad via **auction** for guaranteed service, or via tariff for nonguaranteed service, or through the secondary railcar market.

The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

Figure 4

**Bids/Offers for Railcars to be Delivered in April 2009, Secondary Market**

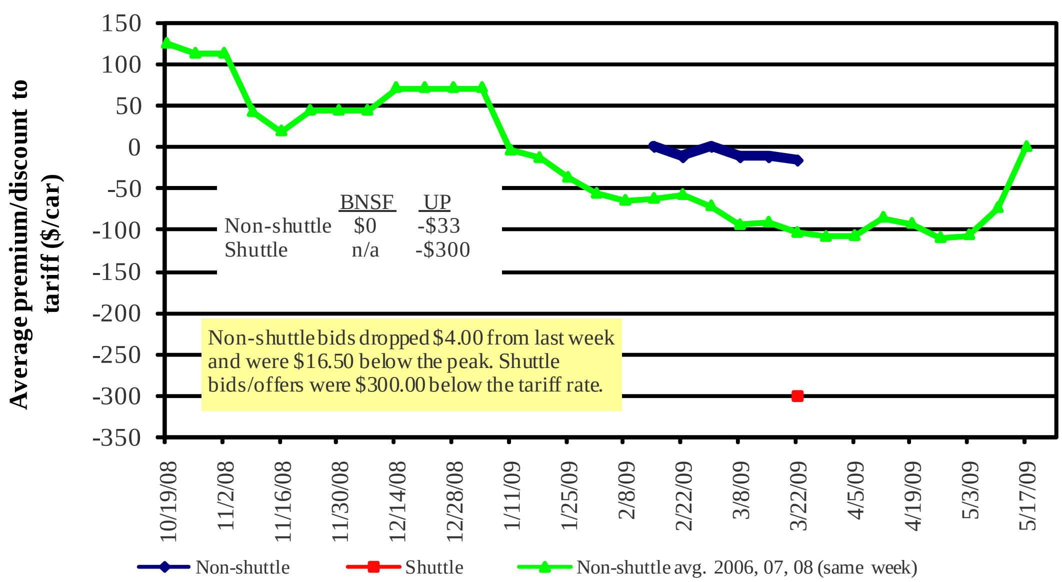



Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

**Bids/Offers for Railcars to be Delivered in May 2009, Secondary Market**

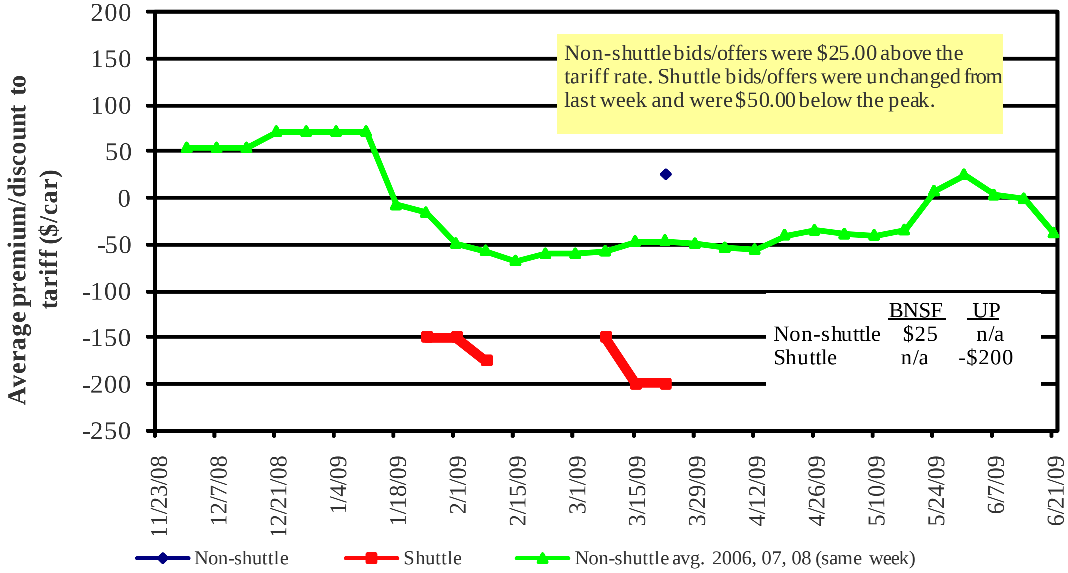



Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

**Bids/Offers for Railcars to be Delivered in June 2009, Secondary Market**




Non-shuttle bids include unit-train and single-car bids. n/a = not available.

Source: Transportation & Marketing Programs/AMS/USDA

Table 6

**Weekly Secondary Rail Car Market ($/car)[1]**

| Week ending | Delivery period | | | | | |
|---|---|---|---|---|---|---|
| **3/21/2009** | **Apr-09** | **May-09** | **Jun-09** | **Jul-09** | **Aug-09** | **Sep-09** |
| **Non-shuttle** | | | | | | |
| BNSF-GF | -4 | 0 | 25 | 25 | n/a | n/a |
| Change from last week | 6 | 0 | n/a | n/a | n/a | n/a |
| Change from same week 2008 | -2 | 7 | 38 | n/a | n/a | n/a |
| UP-Pool | -38 | -33 | n/a | n/a | n/a | n/a |
| Change from last week | -14 | -8 | n/a | n/a | n/a | n/a |
| Change from same week 2008 | 50 | 80 | n/a | n/a | n/a | n/a |
| **Shuttle[2]** | | | | | | |
| BNSF-GF | -325 | n/a | n/a | n/a | n/a | n/a |
| Change from last week | -150 | n/a | n/a | n/a | n/a | n/a |
| Change from same week 2008 | -181 | n/a | n/a | n/a | n/a | n/a |
| UP-Pool | -300 | -300 | -200 | n/a | n/a | n/a |
| Change from last week | -25 | n/a | 0 | n/a | n/a | n/a |
| Change from same week 2008 | n/a | n/a | -25 | n/a | n/a | n/a |

[1]Average premium/discount to tariff, $/car-last week

[2]Shuttle bids are a new data series; prior to this we provided only non-shuttle rates.

Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,
n/a = not available; GF = guaranteed freight; Pool = guaranteed pool

Sources: Transportation and Marketing Programs/AMS/USDA

Data from Atwood/ConAgra, Harvest States Co-op, James B. Joiner Co., Tradewest Brokerage Co.

Table 7

**Tariff Rail Rates for Unit and Shuttle Train Shipments[1]**

| Effective date: 3/9/2009 | Origin region | Destination region | Tariff rate/car | Fuel surcharge per car | Tariff plus surcharge per: metric ton | Tariff plus surcharge per: bushel[2] | Percent change Y/Y[3] |
|---|---|---|---|---|---|---|---|
| **Unit train[1]** | | | | | | | |
| Wheat | Chicago, IL | Albany, NY | $2,522 | $2 | $27.82 | $0.76 | 0 |
| | Kansas City, MO | Galveston, TX | $2,528 | $0 | $27.87 | $0.76 | -1 |
| | South Central, KS | Galveston, TX | $3,395 | $190 | $39.51 | $1.08 | 11 |
| | Minneapolis, MN | Houston, TX | $3,539 | $384 | $43.24 | $1.18 | -1 |
| | St. Louis, MO | Houston, TX | $3,305 | $0 | $36.43 | $0.99 | 11 |
| | South Central, ND | Houston, TX | $5,268 | $427 | $62.77 | $1.71 | 11 |
| | Minneapolis, MN | Portland, OR | $3,940 | $467 | $48.57 | $1.32 | -7 |
| | South Central, ND | Portland, OR | $3,940 | $383 | $47.65 | $1.30 | -6 |
| | Northwest, KS | Portland, OR | $4,840 | $510 | $58.98 | $1.61 | -3 |
| | Chicago, IL | Richmond, VA | $2,557 | $70 | $28.96 | $0.79 | -1 |
| Corn | Chicago, IL | Baton Rouge, LA | $3,128 | $0 | $34.48 | $0.88 | -11 |
| | Council Bluffs, IA | Baton Rouge, LA | $3,223 | $0 | $35.53 | $0.90 | -5 |
| | Kansas City, MO | Dalhart, TX | $3,284 | $138 | $37.72 | $0.96 | -1 |
| | Minneapolis, MN | Portland, OR | $3,430 | $467 | $42.95 | $1.09 | -8 |
| | Evansville, IN | Raleigh, NC | $3,008 | $68 | $33.91 | $0.86 | 3 |
| | Columbus, OH | Raleigh, NC | $2,897 | $60 | $32.59 | $0.83 | 4 |
| | Council Bluffs, IA | Stockton, CA | $5,390 | $504 | $64.97 | $1.65 | -6 |
| Soybeans | Chicago, IL | Baton Rouge, LA | $3,178 | $0 | $35.03 | $0.95 | -11 |
| | Council Bluffs, IA | Baton Rouge, LA | $3,192 | $0 | $35.19 | $0.96 | -7 |
| | Minneapolis, MN | Portland, OR | $4,360 | $467 | $53.20 | $1.45 | -5 |
| | Evansville, IN | Raleigh, NC | $3,008 | $68 | $33.91 | $0.92 | 3 |
| | Chicago, IL | Raleigh, NC | $3,608 | $85 | $40.71 | $1.11 | 1 |
| **Shuttle Train** | | | | | | | |
| Wheat | St. Louis, MO | Houston, TX | $2,642 | $0 | $29.12 | $0.79 | 7 |
| | Minneapolis, MN | Portland, OR | $3,540 | $467 | $44.16 | $1.20 | -10 |
| Corn | Fremont, NE | Houston, TX | $2,520 | $282 | $30.89 | $0.78 | -6 |
| | Minneapolis, MN | Portland, OR | $3,348 | $467 | $42.05 | $1.07 | -10 |
| Soybeans | Council Bluffs, IA | Houston, TX | $2,787 | $274 | $33.74 | $0.92 | -2 |
| | Minneapolis, MN | Portland, OR | $3,502 | $467 | $43.75 | $1.19 | -10 |

[1]A unit train refers to shipments of at least 52 cars. Shuttle train rates are available for qualified shipments of 75-110 cars that meet railroad efficiency requirements.

[2]Approximate load per car = 100 short tons (90.72 metric tons): corn 56 lbs./bu., wheat & soybeans 60 lbs./bu.

[3]Percentage change year over year calculated using tariff rate plus fuel surchage

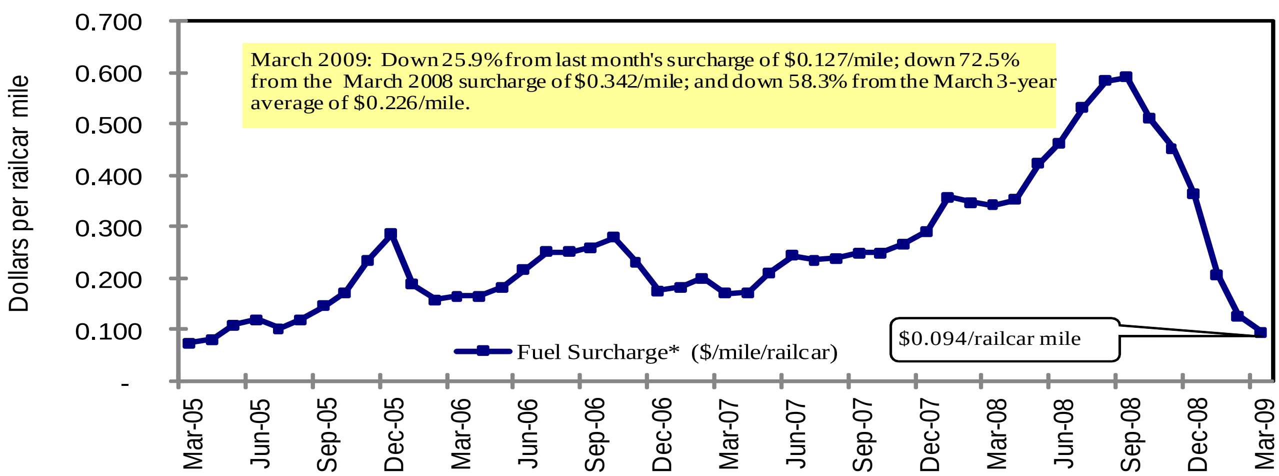
Sources: www.bnsf.com, www.cpr.ca, www.csx.com, www.uprr.com

Table 8
**Tariff Rail Rates for U.S. Bulk Grain Shipments to Mexico**

| Effective date: 3/9/2009 Commodity | Origin state | Destination region | Tariff rate/car[1] | Fuel surcharge per car | Tariff plus surcharge per: metric ton | bushel[2] | Percent change Y/Y[3] |
|---|---|---|---|---|---|---|---|
| Wheat | MT | Chihuahua, CI | $5,896 | $434 | $64.68 | $1.76 | -3 |
| | OK | Cuautitlan, EM | $5,360 | $264 | $57.46 | $1.56 | 0 |
| | KS | Guadalajara, JA | $5,830 | $255 | $62.17 | $1.69 | -2 |
| | TX | Salinas Victoria, NL | $2,984 | $66 | $31.17 | $0.85 | 2 |
| Corn | IA | Guadalajara, JA | $6,395 | $300 | $68.40 | $1.74 | -11 |
| | SD | Penjamo, GJ | $6,300 | $568 | $70.18 | $1.78 | -11 |
| | NE | Queretaro, QA | $6,167 | $177 | $64.82 | $1.64 | -5 |
| | SD | Salinas Victoria, NL | $4,740 | $432 | $52.84 | $1.34 | -4 |
| | MO | Tlalnepantla, EM | $5,364 | $172 | $56.57 | $1.44 | -9 |
| | SD | Torreon, CU | $5,310 | $476 | $59.12 | $1.50 | -10 |
| Soybeans | MO | Bojay (Tula), HG | $5,819 | $253 | $62.04 | $1.69 | -11 |
| | NE | Guadalajara, JA | $6,200 | $289 | $66.30 | $1.80 | -12 |
| | IA | Penjamo (Celaya), GJ | $6,050 | $565 | $67.59 | $1.84 | -12 |
| | KS | Torreon, CU | $5,040 | $179 | $53.33 | $1.45 | -10 |
| Sorghum | OK | Cuautitlan, EM | $4,309 | $431 | $48.43 | $1.23 | -5 |
| | TX | Guadalajara, JA | $4,800 | $370 | $52.82 | $1.34 | -5 |
| | NE | Penjamo, GJ | $6,225 | $258 | $66.24 | $1.68 | -7 |
| | KS | Queretaro, QA | $5,468 | $162 | $57.52 | $1.46 | -3 |
| | NE | Salinas Victoria, NL | $4,377 | $190 | $46.66 | $1.18 | -4 |
| | NE | Torreon, CU | $5,130 | $212 | $54.58 | $1.39 | -8 |

[1] Rates are based upon published tariff rates for high-capacity shuttle trains. Shuttle trains are available for qualified shipments of 75--110 cars that meet railroad efficiency requirements.
[2] Approximate load per car = 97.87 metric tons: Corn & Sorghum 56 lbs/bu, Wheat & Soybeans 60 lbs/bu
[3] Percentage change year over year calculated using tariff rate plus fuel surchage
Sources: www.bnsf.com, www.uprr.com, www.kcsouthern.com

Figure 7
**Railroad Fuel Surcharges, North American Weighted Average[1]**



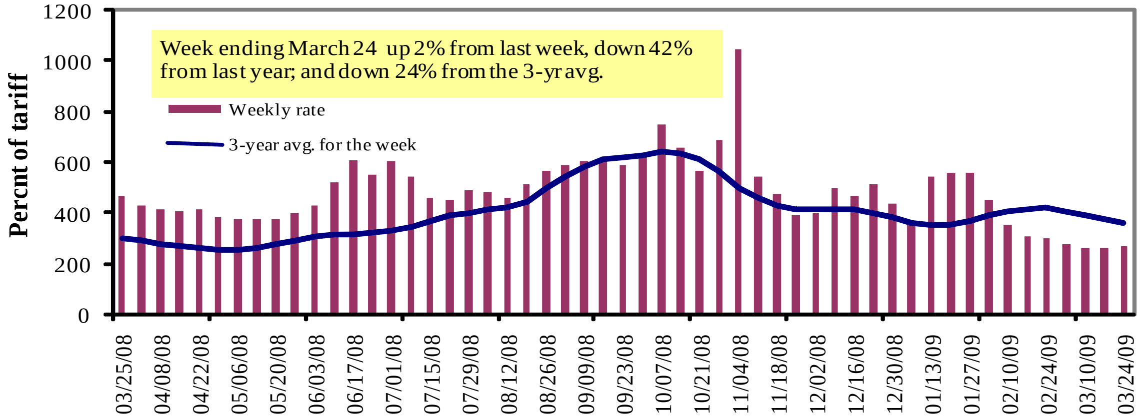

[1] Weighted by each Class I railroad's proportion of grain traffic for the prior year.
* Mileage-based fuel surcharges from December 2004 through March 2007 are estimated. Beginning January 2009, the Canadian Pacific fuel surcharge is computed by a monthly average of the bi-weekly fuel surcharge.

Sources: www.bnsf.com, www.cn.ca, www8.cpr.ca, www.csx.com, www.kcsi.com, www.nscorp.com, www.uprr.com

# Barge Transportation

Figure 8

**Illinois River Barge Freight Rate[1,2]**




[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average of the 3-year average.

Source: Transportation & Marketing Programs/AMS/USDA

Table 9

**Weekly Barge Freight Rates: Southbound Only**

| | | Twin Cities | Mid-Mississippi | Illinois River | St. Louis | Cincinnati | Lower Ohio | Cairo-Memphis |
|---|---|---|---|---|---|---|---|---|
| **Rate[1]** | 3/24/2009 | 337 | 308 | 271 | 228 | 213 | 213 | 196 |
| | 3/17/2009 | - | 283 | 265 | 219 | 214 | 214 | 189 |
| **$/ton** | 3/24/2009 | - | 16.39 | 12.57 | 9.10 | 9.97 | 8.59 | 6.16 |
| | 3/17/2009 | - | 15.06 | 12.30 | 8.74 | 10.04 | 8.65 | 5.93 |
| **Current week % change from the same week:** | | | | | | | | |
| | Last year | - | -40 | -42 | -35 | -46 | -45 | -38 |
| | 3-year avg. [2] | - | 1 | -24 | -21 | -31 | -31 | -23 |
| **Rate[1]** | April | 328 | 283 | 271 | 226 | 218 | 218 | 204 |
| | June | 335 | 295 | 293 | 251 | 256 | 256 | 230 |

[1]Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); [2]4-week moving average; ton = 2,000 pounds.

Source: Transportation & Marketing Programs/AMS/USDA

**Calculating barge rate per ton:**
(Index * 1976 tariff benchmark rate per ton)/100

Select applicable index from market quotes included in tables on this page. The 1976 benchmark rates per ton are provided in map (see figure 9).

Figure 9

**Benchmark tariff rates**

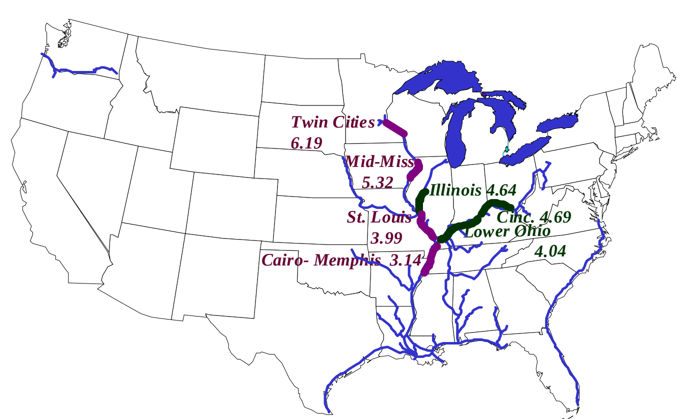
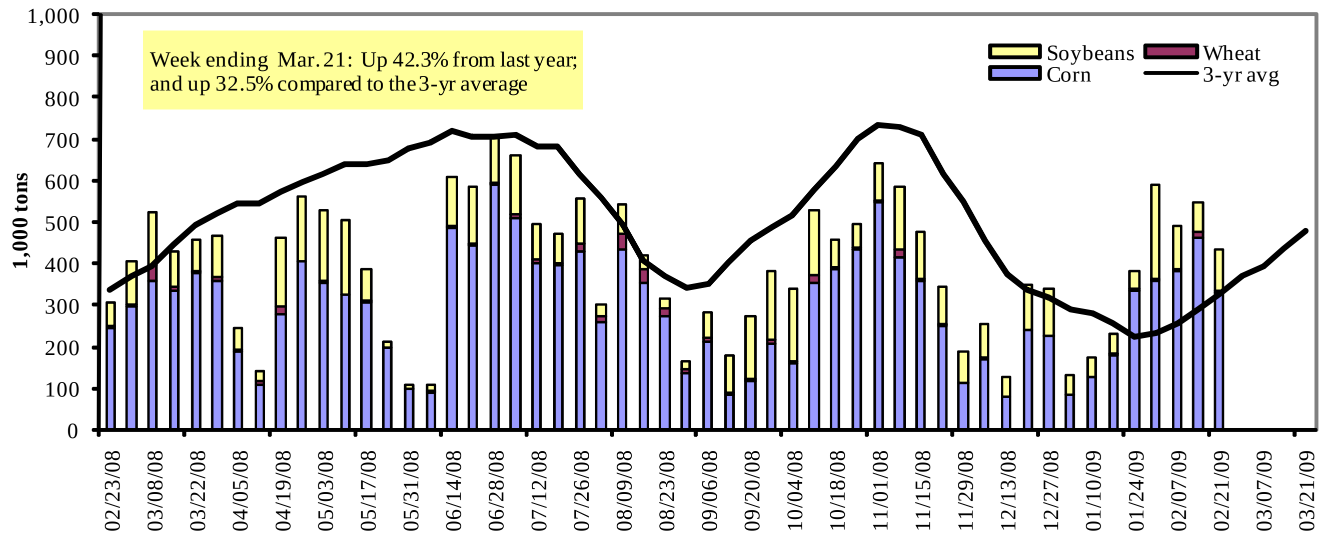


Figure 10

**Barge Movements on the Mississippi River[1] (Locks 27 - Granite City, IL)**




[1] The 3-year average is a 4-week moving average.

Source: U.S. Army Corps of Engineers (www.mvr.usace.army.mil/mvrimi/omni/webrpts/default.asp)

Table 10

**Barge Grain Movements (1,000 tons)**

| Week ending 3/21/2009 | Corn | Wheat | Soybeans | Other | Total |
|---|---|---|---|---|---|
| **Mississippi River** | | | | | |
| Rock Island, IL (L15) | 49 | 0 | 23 | 0 | 72 |
| Winfield, MO (L25) | 182 | 0 | 86 | 0 | 268 |
| Alton, IL (L26) | 338 | 2 | 101 | 0 | 441 |
| Granite City, IL (L27) | 333 | 3 | 101 | 0 | 438 |
| **Illinois River (L8)** | 70 | 0 | 9 | 0 | 79 |
| **Ohio River (L52)** | 69 | 21 | 23 | 0 | 113 |
| **Arkansas River (L1)** | 0 | 24 | 10 | 3 | 36 |
| | | | | | |
| Weekly total - 2009 | 402 | 48 | 134 | 3 | 587 |
| Weekly total - 2008 | 352 | 16 | 88 | 20 | 477 |
| 2009 YTD[1] | 4,319 | 216 | 2,176 | 63 | 6,774 |
| 2008 YTD | 4,197 | 175 | 1,730 | 164 | 6,266 |
| 2009 as % of 2008 YTD | 103 | 123 | 126 | 38 | 108 |
| Last 4 weeks as % of 2008[2] | 144 | 262 | 155 | 50 | 148 |
| Total 2008 | 18,783 | 1,542 | 7,062 | 453 | 27,840 |

[1] Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

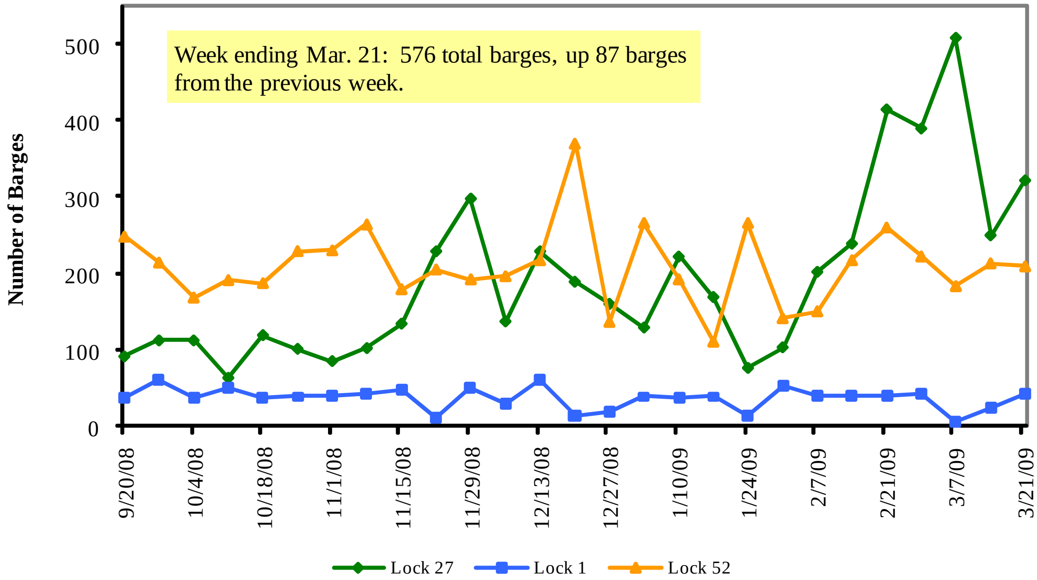
[2] As a percent of same period in 2008.

Note: Total may not add exactly, due to rounding

Source: U.S. Army Corps of Engineers (www.mvr.usace.army.mil/mvrimi/omni/webrpts/default.asp)

Figure 11

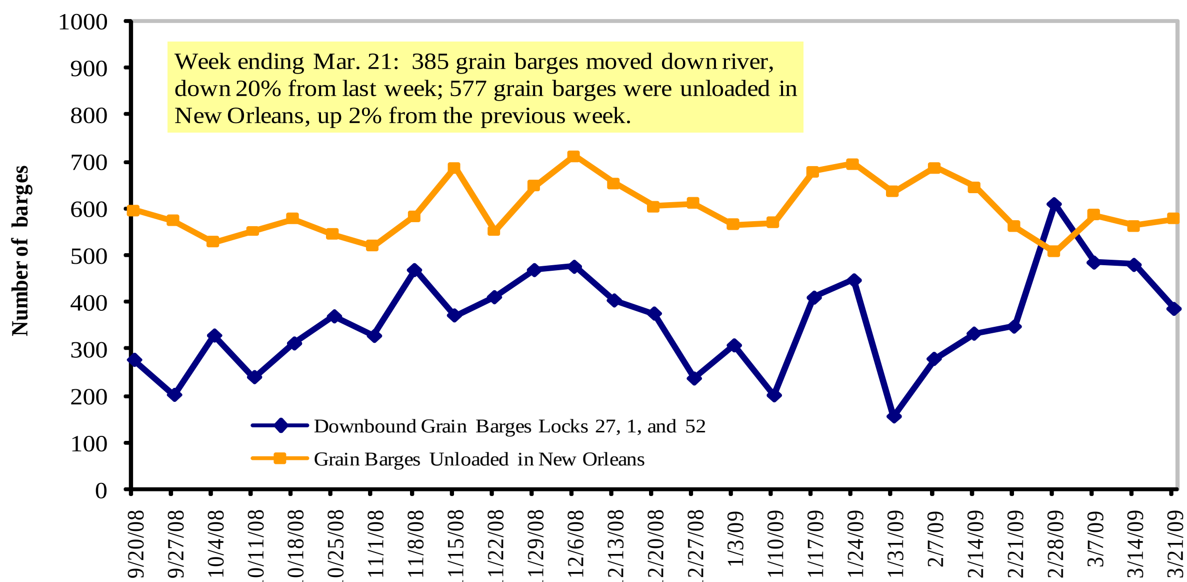
**Upbound Empty Barges Transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Locks and Dam 52**




Source: U.S. Army Corps of Engineers

Figure 12

**Grain Barges for Export in New Orleans Region**




Source: U.S. Army Corps of Engineers and GIPSA

# Truck Transportation

The **weekly diesel price** provides a proxy for trends in U.S. truck rates as diesel fuel is a significant expense for truck grain movements.

Table 11

**Retail on-Highway Diesel Prices[1], Week Ending 3/23/09 (US$/gallon)**

| Region | Location | Price | Change from Week ago | Change from Year ago |
|---|---|---|---|---|
| I | East Coast | 2.166 | 0.073 | -1.879 |
| | New England | 2.043 | -0.360 | -2.099 |
| | Central Atlantic | 2.315 | 0.061 | -1.871 |
| | Lower Atlantic | 2.081 | 0.086 | -1.894 |
| II | Midwest[2] | 2.038 | 0.073 | -1.926 |
| III | Gulf Coast[3] | 2.060 | 0.087 | -1.868 |
| IV | Rocky Mountain | 2.036 | 0.048 | -1.917 |
| V | West Coast | 2.150 | 0.059 | -1.906 |
| | California | 2.129 | 0.080 | -1.990 |
| Total | U.S. | 2.090 | 0.073 | -1.899 |

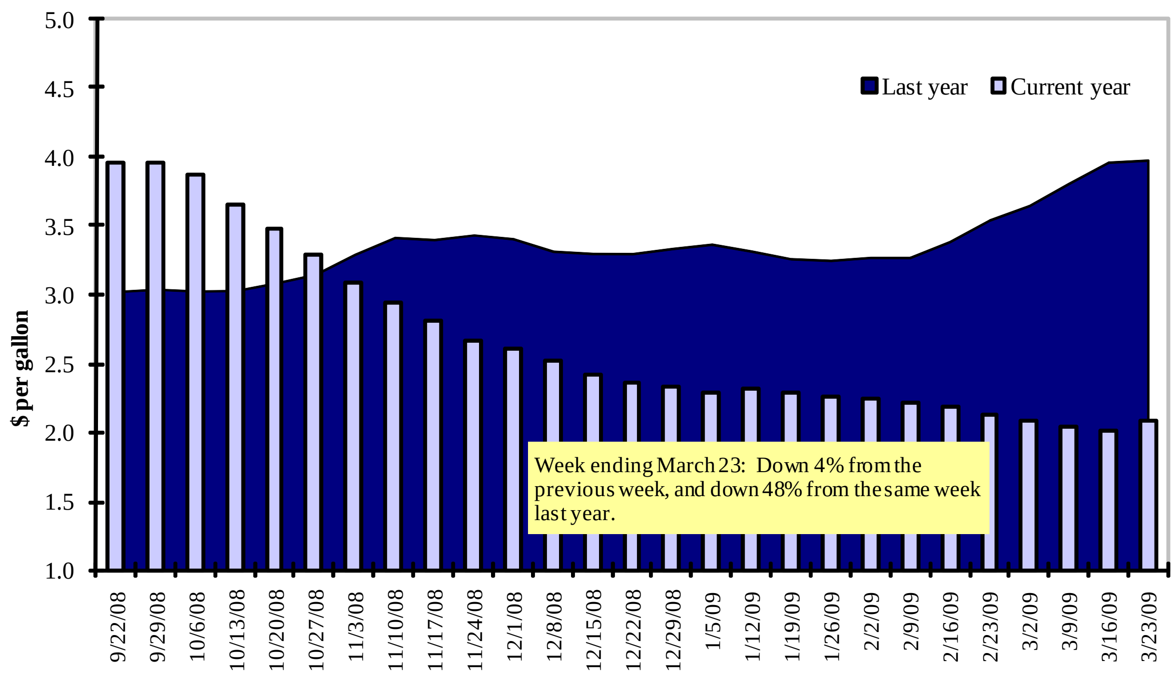
[1]Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel.

[2]Same as North Central [3]Same as South Central

Source: Energy Information Administration/U.S. Department of Energy (www.eia.doe.gov)

Figure 13

**Weekly Diesel Fuel Prices, U.S. Average**




Source: Retail On-Highway Diesel Prices, Energy Information Administration, Dept. of Energy

# Grain Exports

Table 12

## U.S. Export Balances and Cumulative Exports (1,000 metric tons)

| | Wheat | | | | | | Corn | Soybeans | Total |
|---|---|---|---|---|---|---|---|---|---|
| Week ending | HRW | SRW | HRS | SWW | DUR | All wheat | | | |
| **Export Balances**[1] | | | | | | | | | |
| 3/12/2009 | 1,166 | 717 | 934 | 762 | 79 | 3,658 | 8,986 | 4,170 | 16,814 |
| This week year ago | 2,794 | 664 | 1,304 | 728 | 76 | 5,566 | 16,969 | 5,191 | 27,726 |
| **Cumulative exports-marketing year**[2] | | | | | | | | | |
| 2008/09 YTD | 9,770 | 4,262 | 4,310 | 2,495 | 360 | 21,197 | 21,540 | 23,899 | 66,636 |
| 2007/08 YTD | 10,921 | 4,771 | 6,599 | 3,449 | 956 | 26,696 | 35,222 | 21,351 | 83,269 |
| YTD 2008/09 as % of 2007/08 | 89 | 89 | 65 | 72 | 38 | 79 | 61 | 112 | 80 |
| Last 4 wks as % of same period 2007/08 | 45 | 112 | 71 | 106 | 86 | 68 | 55 | 91 | 64 |
| 2007/08 Total | 13,709 | 5,568 | 7,842 | 4,191 | 1,075 | 32,385 | 59,666 | 30,411 | 122,462 |
| 2006/07 Total | 6,800 | 3,866 | 6,480 | 4,996 | 761 | 22,902 | 53,799 | 30,261 | 106,962 |

[1] Current unshipped export sales to date

[2] Shipped export sales to date; new marketing year now in effect for corn and soybeans

Note: YTD = year-to-date. Marketing Year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31

Source: Foreign Agricultural Service/USDA (www.fas.usda.gov)

Table 13

## Top 5 Importers[1] of U.S. Corn

| **Week ending 03/12/09** | **Total Commitments**[2] | | **% change** | **Exports**[3] |
|---|---|---|---|---|
| | **2008/09** | **2007/08** | **current MY** | |
| | **Current MY** | **Last MY** | **from last MY** | **2007/08** |
| | **- 1,000 mt -** | | | **- 1,000 mt -** |
| Japan | 10,601 | 12,324 | (14) | 15,294 |
| Mexico | 5,618 | 7,424 | (24) | 8,767 |
| Korea[4] | 2,961 | 8,042 | (63) | 8,621 |
| Taiwan | 2,182 | 3,204 | (32) | 3,476 |
| Egypt | 1,237 | 2,950 | (58) | 3,309 |
| **Top 5 importers** | **22,600** | **33,945** | **(33)** | **39,467** |
| **Total US corn export sales** | **30,525** | **52,191** | **(42)** | **61,870** |
| % of Projected | 71% | 84% | | |
| Change from Last Week | 441 | 750 | | |
| **Top 5 importers' share of U.S. corn export sales** | 74% | 65% | | |
| **USDA forecast, March 2009** | **43,180** | **61,870** | **(30)** | |
| **Corn Use for Ethanol USDA forecast, March 2009** | **93,980** | **76,861** | **22** | |

(n) indicates negative number.

[1]Based on FAS Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.

[2]Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report.

[3]FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

[4] Not included - FAS Press Release: **226,000 mt** (**110,000 mt** on 03/23 and **116,000 mt** on 03/19) to Korea for

Table 14

## Top 5 Importers[1] of U.S. Soybeans

| Week ending 03/12/09 | Total Commitments[2] 2008/09 Current MY | 2007/08 Last MY | % change current MY from last MY | Exports[3] 2007/08 |
|---|---|---|---|---|
| | - 1,000 mt - | | | - 1,000 mt - |
| China | 16,391 | 11,611 | 41 | 13,354 |
| Mexico | 1,978 | 2,962 | (33) | 3,575 |
| Japan | 2,089 | 2,338 | (11) | 2,710 |
| EU-25 | 2,108 | 3,527 | (40) | 3,896 |
| Taiwan | 1,206 | 1,350 | (11) | 1,728 |
| **Top 5 importers** | **23,772** | **21,787** | **9** | **25,262** |
| **Total US soybean export sales** | **28,069** | **26,542** | **6** | |
| % of Projected | 87% | 84% | | |
| Change from last week | 143 | 439 | | |
| **Top 5 importers' share of U.S. soybean export sales** | 85% | 82% | | |
| **USDA forecast, March 2009** | **32,250** | **31,600** | **2** | |
| **Soybean Use for Biodiesel USDA forecast, March 2009** | **5,275** | **7,148** | **(26)** | |

(n) indicates negative number.

[1]Based on FAS 2006/07 Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year (MY) = Sep 1 - Aug 31.

[2] Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report.

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

Table 15

## Top 10 Importers[1] of All U.S. Wheat

| Week ending 03/12/09 | Total Commitments[2] 2008/09 Current MY | 2007/08 Last MY | % change current MY from last MY | Exports[3] 2007/08 |
|---|---|---|---|---|
| | - 1,000 mt - | | | - 1,000 mt - |
| Japan | 2,854 | 3,285 | (13) | 3,319 |
| Egypt | 1,853 | 2,926 | (37) | 3,276 |
| Nigeria | 2,428 | 2,258 | 8 | 2,597 |
| Mexico | 2,420 | 2,585 | (6) | 2,568 |
| Iraq | 1,205 | 2,307 | (48) | 1,964 |
| Phililppines | 1,421 | 1,671 | (15) | 1,538 |
| Korea, South | 1,112 | 1,580 | (30) | 1,509 |
| Indonesia | 550 | 973 | (44) | 1,093 |
| Taiwan | 615 | 1,057 | (42) | 1,068 |
| Venezuela | 491 | 946 | (48) | 997 |
| **Top 10 importers** | **14,949** | **19,587** | **(24)** | **19,930** |
| **Total US wheat export sales** | **24,854** | **32,262** | **(23)** | **34,400** |
| % of Projected | 93% | 94% | | |
| Change from last week | 214 | 18 | | |
| **Top 10 importers' share of U.S. wheat export sales** | 60% | 61% | | |
| **USDA forecast, March 2009** | **26,670** | **34,400** | **(22)** | |

(n) indicates negative number.

[1]Based on FAS 2007/08 Marketing Year Ranking Reports (except Algeria) - www.fas.usda.gov; Marketing year = Jun 1 - M

[2] Cumulative Exports (shipped) + Outstanding Sales (unshipped), FAS Weekly Export Sales Report.

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

Table 16

**Grain Inspections for Export by U.S. Port Region (1,000 metric tons)**

| Port regions | Week ending 03/19/09 | 2009 YTD[1] | 2008 YTD[1] | 2009 YTD as % of 2008 YTD | Last 4-weeks as % of 2008 | Last 4-weeks as % of 3-yr. avg. | Total[1] 2008 |
|---|---|---|---|---|---|---|---|
| **Pacific Northwest** | | | | | | | |
| Wheat | 248 | 2,060 | 2,982 | 69 | 85 | 83 | 10,508 |
| Corn | 116 | 1,362 | 2,504 | 54 | 53 | 72 | 12,641 |
| Soybeans | 123 | 2,289 | 2,865 | 80 | 79 | 92 | 9,478 |
| **Total** | **486** | **5,711** | **8,351** | **68** | **71** | **83** | **32,626** |
| **Mississippi Gulf** | | | | | | | |
| Wheat | 231 | 915 | 1,023 | 89 | 105 | 99 | 6,321 |
| Corn | 576 | 5,905 | 8,796 | 67 | 82 | 79 | 28,497 |
| Soybeans | 318 | 6,142 | 5,302 | 116 | 83 | 94 | 16,295 |
| **Total** | **1,125** | **12,962** | **15,121** | **86** | **84** | **86** | **51,113** |
| **Texas Gulf** | | | | | | | |
| Wheat | 126 | 1,100 | 1,657 | 66 | 68 | 84 | 9,852 |
| Corn | 25 | 363 | 807 | 45 | 74 | 83 | 1,516 |
| Soybeans | 65 | 465 | 58 | 797 | 459 | 722 | 178 |
| **Total** | **217** | **1,928** | **2,522** | **76** | **82** | **100** | **11,545** |
| **Great Lakes** | | | | | | | |
| Wheat | 0 | 0 | 20 | 2 | 3 | 5 | 831 |
| Corn | 0 | 0 | 12 | 0 | n/a | n/a | 294 |
| Soybeans | 0 | 0 | 4 | 0 | 0 | 0 | 315 |
| **Total** | **0** | **0** | **36** | **1** | **3** | **4** | **1,439** |
| **Atlantic** | | | | | | | |
| Wheat | 1 | 83 | 151 | 55 | 75 | 109 | 891 |
| Corn | 2 | 22 | 375 | 6 | 1 | 3 | 576 |
| Soybeans | 4 | 276 | 237 | 116 | 53 | 29 | 605 |
| **Total** | **7** | **381** | **764** | **50** | **35** | **45** | **2,073** |
| **U.S. total from ports[2]** | | | | | | | |
| Wheat | 606 | 4,158 | 5,812 | 72 | 83 | 87 | 28,402 |
| Corn | 719 | 7,652 | 12,495 | 61 | 72 | 77 | 43,523 |
| Soybeans | 510 | 9,172 | 8,467 | 108 | 85 | 97 | 26,871 |
| **Total** | **1,835** | **20,983** | **26,774** | **78** | **79** | **85** | **98,796** |

[1] Includes weekly revisions, some regional totals may not add exactly due to rounding.

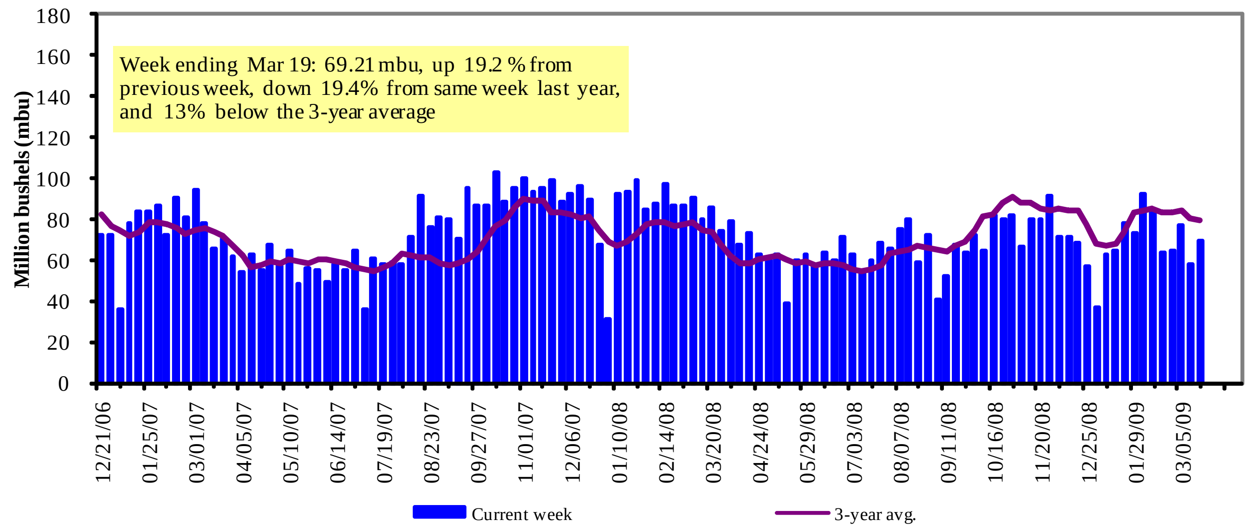
[2] Total includes only port regions shown above

Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov); YTD= year-to-date; n/a = not applicable

The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 57 percent of the U.S. export grain shipments departed through the U.S. Gulf region in 2008.

Figure 14

**U.S. grain inspected for export (wheat, corn, and soybeans)**

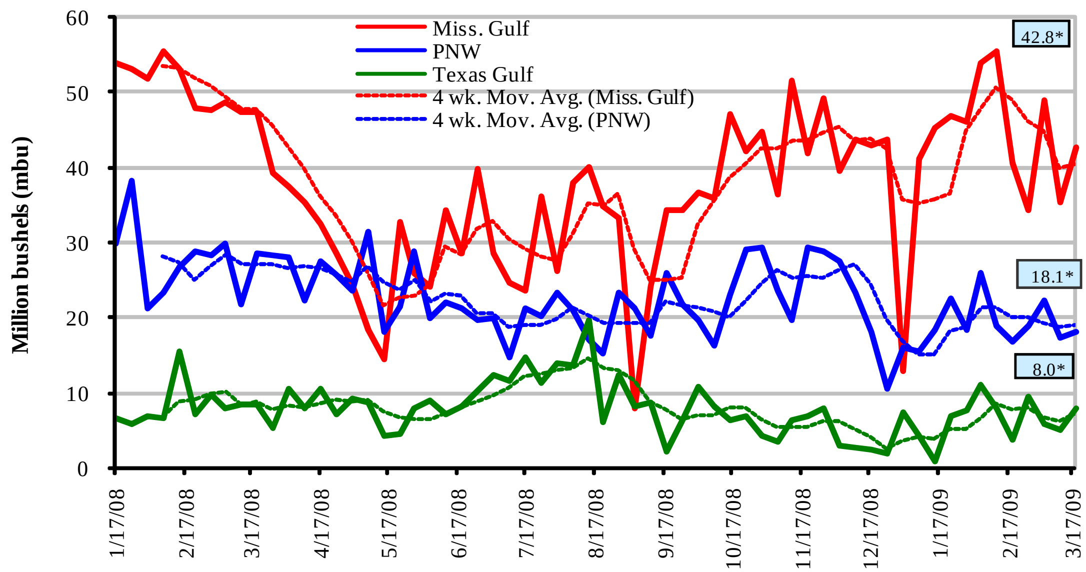



Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

Note: 3-year average consists of 4-week running average

Figure 15

**Weekly U.S. Grain Inspections: U.S. Gulf and PNW (wheat, corn, and soybeans)**




Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov); *mbu, this week.

| **Mar 19**: % change from: | MS Gulf | TX Gulf | U.S. Gulf | PNW |
|---|---|---|---|---|
| Last week | up 21 | up 55 | up 25 | up 4 |
| Last year (same week) | down 10 | down 7 | down 9 | down 37 |
| 3-yr avg. (4-wk mov. avg.) | down 9 | own 11 | down 7 | down 22 |

# Ocean Transportation

Table 17

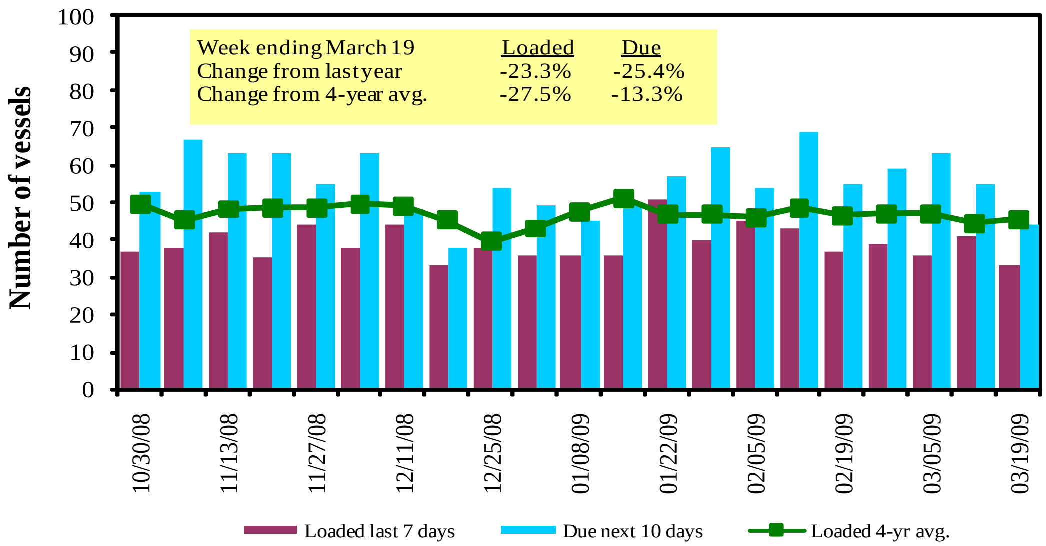
**Weekly Port Region Grain Ocean Vessel Activity (number of vessels)**

| | Gulf | | | Pacific Northwest | Vancouver B.C. |
|---|---|---|---|---|---|
| Date | In port | Loaded 7-days | Due next 10-days | In port | In port |
| 3/19/2009 | 45 | 33 | 44 | 11 | 8 |
| 3/12/2009 | 39 | 41 | 55 | 6 | 12 |
| 2008 range | (15..55) | (27..61) | (39..87) | (2..16) | (0..15) |
| 2008 avg. | 35 | 42 | 61 | 10 | 7 |

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

**U.S. Gulf[1] Vessel Loading Activity**

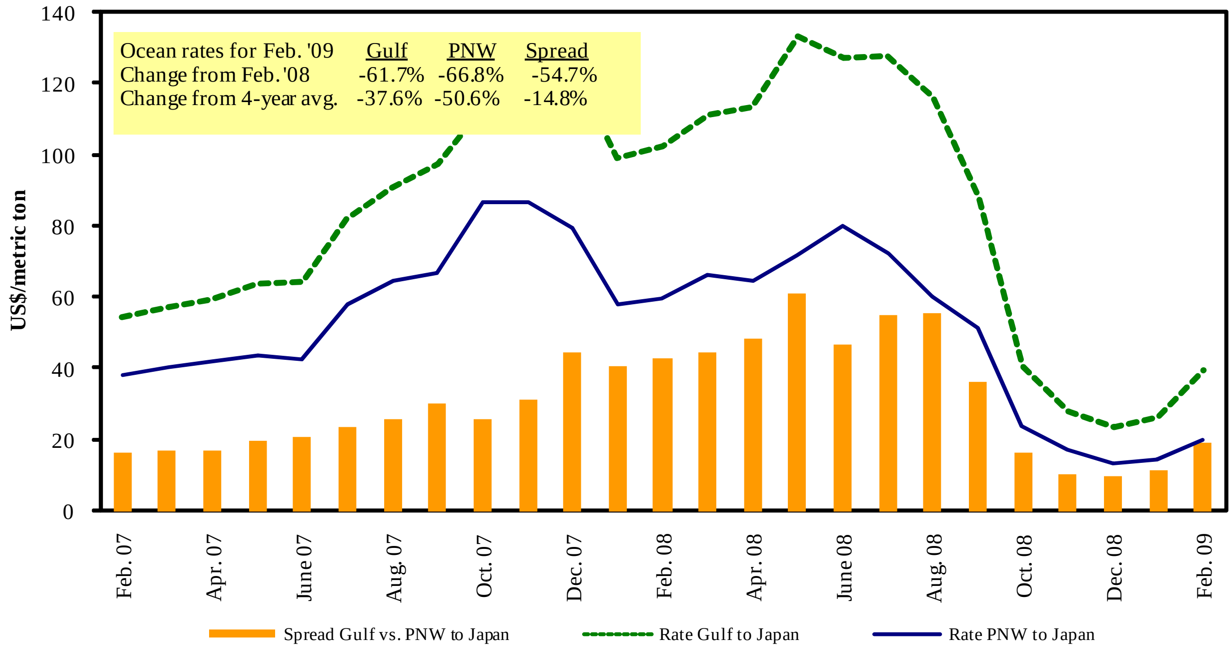



Source: Transportation & Marketing Programs/AMS/USDA

[1]U.S. Gulf includes Mississippi, Texas, and East Gulf.

Figure 17

## Grain Vessel Rates, U.S. to Japan




Source: Drewry Shipping Consultants Ltd (www.drewry.co.uk)/O'Neil Commodity Consulting

Table 18

## Ocean Freight Rates For Selected Shipments, Week Ending 3/21/2009

| Export region | Import region | Grain types | Loading date | Volume loads (metric tons) | Freight rate (US $/metric ton) |
|---|---|---|---|---|---|
| U.S. Gulf | China | Hvy Grain | Feb 1/10 | 55,000 | 23.75 |
| U.S. Gulf | China | Hvy Grain | Jan 5/15 | 55,000 | 21.00 |
| U.S. Gulf | China | Hvy Grain | Jan 1/5 | 55,000 | 21.00 |
| U.S. Gulf | China | Hvy Grain | Jan 1/5 | 55,000 | 21.00 |
| U.S. Gulf | Russia | Hvy Grain | Feb 25/Mar 5 | 25,000 | 30.50 |
| U.S. Gulf | Haiti[1] | Wheat | Apr 17/20 | 7,100 | 68.95 |
| U.S. Gulf | Egypt Mediterranean | Hvy Grain | Jan 14/18 | 60,000 | 12.15 |
| Brazil | China | Grain | Mar 20/30 | 80,000 | 32.50 |
| Brazil | Morocco | Maize | Feb 3/8 | 22,500 | 22.50 |
| Brazil | Greece | Soybeans | Feb 18/16 | 24,000 | 24.00 |
| France | Algeria | Wheat | Mar 5/10 | 25,000 | 27.00 |
| River Plate | Algeria | Maize | Mar 22/27 | 30,000 | 31.50 |
| River Plate | China | Hvy Grain | Mar | 60,000 | 32.50 |
| River Plate | China | Hvy Grain | Apr | 60,000 | 32.50 |
| River Plate | Libya | Soybean meal | Mar 1/14 | 15,000 | 51.00 |
| River Plate | Morocco | Maize | Feb 1/5 | 25,000 | 35.50 |
| River Plate | Poland | Meals | Apr 1/5 | 30,000 | 36.00 |
| Uruguay | Libya | Maize | Feb 25/28 | 20,000 | 27.00 |

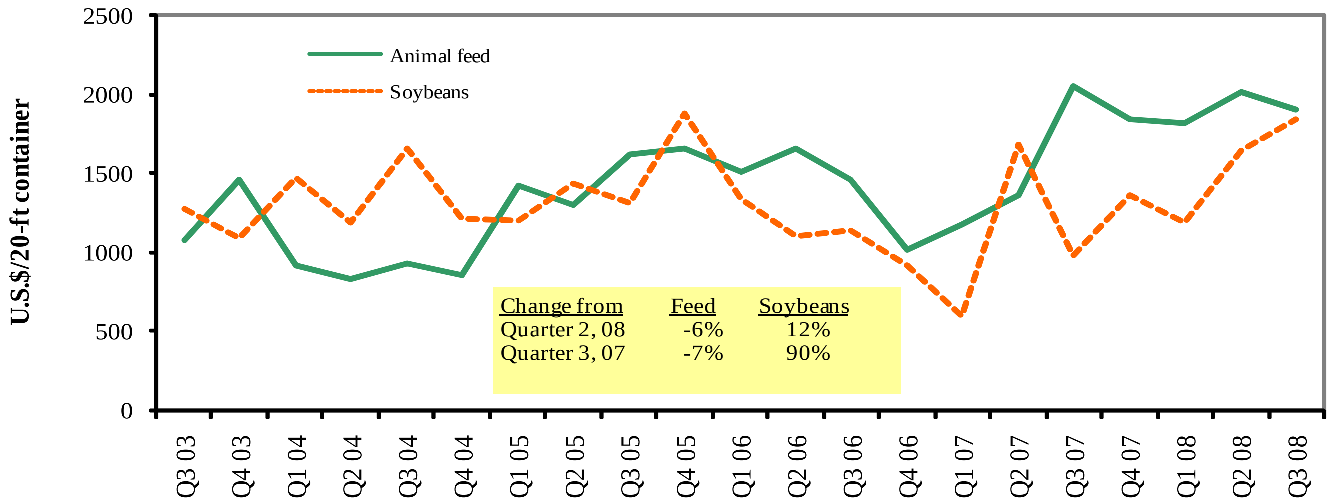
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

[1]75 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.

Source: Maritime Research Inc. (www.maritime-research.com)

Figure 18

**Ocean Rates[1] for Containerized Shipments to Selected Asian Countries**




[1]Rates are weighted by shipping line market share and destination country. Rates provided are publicly filed tariff rates, not those negotiated in a confidential service contract.

Countries include: Animal Feed: Bangkok-Thailand (3%), Busan-Korea (25%), Hong Kong (9%), Kaohsiung/Keelung-Taiwan (55%), Tokyo-Japan (8%). Soybeans: Kaohsiung/Keelung-Taiwan (97%), Tokyo-Japan (2%)

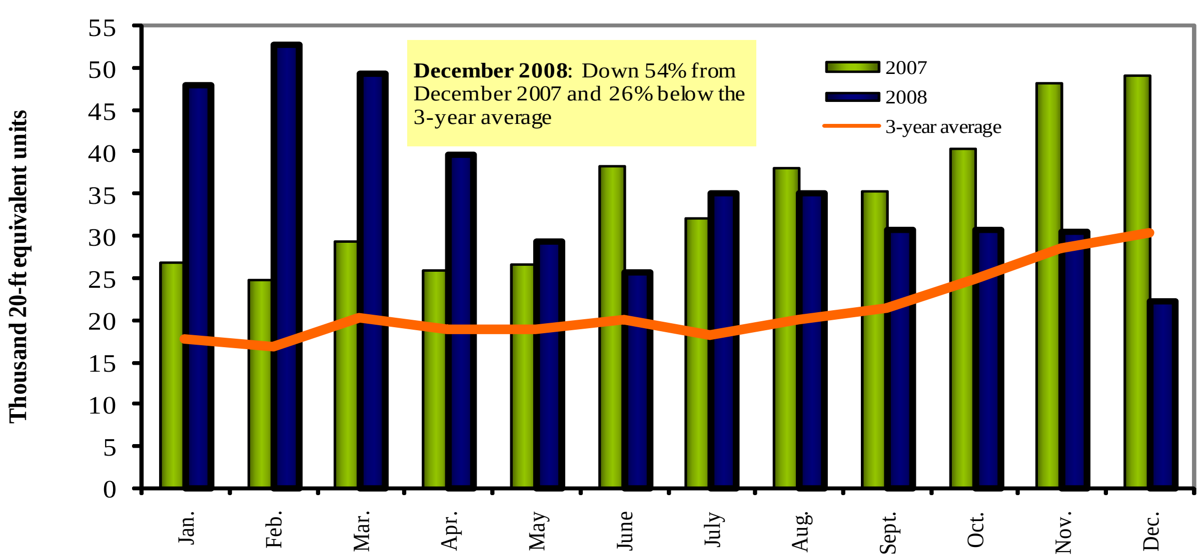
Source: Ocean Rate Bulletin, Quarter 3, 2008, Transportation & Marketing Programs/AMS/USDA

Container ocean freight rates – average rate per twenty-foot equivalent unit (TEU) weighted by shipping line market share and trade route.

During 2007, containers were used to transport 5 percent of total U.S. waterborne grain exports, and 9 percent of U.S. grain exports to Asia.

Figure 19

**Monthly Shipments of Containerized Grain to Asia**




Source: Port Import Export Reporting Service (PIERS), *Journal of Commerce*

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